TWC "Windsurfer in Training" Program Overview

TWC's new "Windsurfer in Training" program using the O'pen Bic is for youth 8-12 (and up, for those that qualify, with low body weight or that have difficulty learning on our standard LTW boards).

The lessons/use of O'pen Bic (kids 8-12) must be registered through Janusz Butylkin 416 562-1598, Head of the "Windsurfer in Training" program or by special arrangements through Ivan Dimic head of the LTW program, or by special arrangement through Andree Gauthier at the Kids camps.

O'pen Bic sailboat is a new generation sailboat that is durable, easy to sail (rigs like a windsurfer sail) and is easy to right if blown over. As a Youth in Poland, Instructor Janusz Butylkin learned how to windsurf in a similar program that used small sailboats to start with.

Guidelines

This a grassroots program that is being continually developed over the course of the season.

"Windsurfer in Training" students must have a completed registration form/liability waiver signed by their parent / guardian.

The "Windsurfer in Training" 8-12 must have their parent/guardian present unless other arrangements have been made previously. 12 -14 year olds must have a signed letter of consent to participate from their parent/guardian.

There must be a coach boat available for 8-12 year old sessions. For 12 year old and up, may alternatively have an adult on board that has been trained in the use of the O'pen Bic sailboat, making sure they don't exceed the weight capacity of the boat, or have a instructor on a windsurfer sailing with them.

The "Windsurfer in Training" sailing area is same as for the LTW program, defined approx. by the white buoy in front of the club and west to the "point" between TWC and Cherry beach lifeguard station.

The training may take place on some of the days that the LTW instructors are onsite, Saturday, Sunday, Wednesday evening, Thursday evening, Friday evening and is dependant on instructor availability. Days may be expanded depending on the availability of Janusz Butylkin and other trained volunteers.

The program will start with an on land session that will familiarize the student with the equipment and concepts of use. Once they are familiar with them they will start sailing in the water.

The students must wear: lifejacket, with whistle, weather appropriate clothing (shortie wetsuit or steamer) along with booties.

The key concept is to have fun as they learn about wind/sailing/wind/windsurfing, once they have sufficient skills and body weight they can move onto the LTW program.

Classes are run by volunteers, Parents, family and friends participation is encouraged to help run this volunteer program. If you are interested in volunteering and donating some time to help assist / administer this program, please contact Janusz to arrange a time to get some training with these boats.

These boats can be raced in the wednesday night race series by the students. There is a O'pen Bic class in the CORK event in Kingston later this summer http://www.cork.org/schedule.html.

Cost/Registration

You must be a TWC member to register for this program. Cost of lessons is same as LTW $20 per session. LTW Instructors or Janusz will collect forms/fees on the day of lesson.

Contact/

If you are interested in registering your child in this program and arranging program times with janusz please contact Janusz Butylkin at janusz.butylkin@sympatico.ca or by phone at (416) 562-1598

Additional information about the O'pen Bic

http://class.openbic.com/

http://www.openbic.com/products/open-bic,3,46/complete-boat,579.html

http://www.openbic.com/gallery/openbic_questions_reponses,35.html

http://www.openbic.com/gallery/guide_utilisation_openbic/greer_openbic,28.html

http://www.openbic.com/technology/coque,20.html

http://www.openbic.com/gallery/guide_utilisation_openbic/votre_bateau,26.html

A modern hull designed for fun sailing

The hull of the O'pen BIC was designed with fun sailing as the priority. It really is a modern boat where the hull is as open as possible, completely freeing the helmsman to move around and trim the boat to any wind and water conditions. When hiking, the large sides allow the sailor to set-up comfortably with their feet in the straps without placing any unnecessary stress on the body. The totally open and sloping cockpit means that there is absolutely no water in the boat either during sailing or just after a capsize.

A relatively hard chine design was chosen for the bottom shape of the hull. Used by numerous modern boat architects, this design offers an excellent compromise between performance and stability. When reaching or broad-reaching, the boat accelerates quickly to planing speed, especially if it is kept flat. When close-reaching, the boat sets on its chine and has excellent performance up wind.

The hull includes integrated carry handles that make it easy to put in the water and transport.

Planing hull : The pleasure of gliding when reaching

O'pen Bic Faq

Is the O'pen Bic stable ?

Yes, the “chine bilge” of the O’pen Bic hull design gives the boat a very stable platform for sailing. On the water, the boat heels in the wind until it balances on its bilge remaining stable and easy to sail.

Is the O'pen Bic easy to rig ?

Yes, there are no shackles or complicated rigging systems on the O’pen Bic. The O’pen Bic can be rigged and on the water in less than 2 minutes! With the boom already attached to the sail, you simply slide the mast up the luff pocket of the sail, attach the rig to the hull with the two snap hooks at the main sheet and Cunningham, tension the Cunningham with the pull handle and go! A complete rigging guide will be online on this website very shortly.

Is the O'pen Bic fragile ?

No, the O'pen Bic is manufactured in thermoformed polyethylene, a material that is very resistant to impact shocks and abrasion. Bic Sport has been building products in this material for over 30 years, and some of these products are still being used on the water! Also of note is that contrary to products built in polyester, polyethylene is a material that is 100% recyclable. The O’pen Bic is built with the philosophy of sustainable development.

Is it easy to right the boat after capsize?

Yes, the cockpit of the O’pen Bic is 100% self draining, meaning that there is never any water in the bottom of the boat either during sailing or after capsize. Furthermore, with its light weight and stable “chine bilge” design, even when the sailor is in the water the hull turns immediately into the wind, re-rights easily and provides a stable platform for getting back into the boat. Getting back in is easy via the stern of the boat which is completely open (hence the name O’pen Bic).

Can an adult sail in the O'pen Bic ?

Yes, as long as he weighs less than 65 kg (the ideal sailor weight for the O’pen Bic).

Can two kids sail together in the O'pen Bic?

Our testing, and the action photos and video of the O’pen Bic on our website, show that the boat is still stable with 2 kids onboard providing that their total weight does not exceed 90 kg.

Rigging

1. Unpack the rig components and unroll the sail. Check that you have each of the different components listed in the section “Your Boat”.

2.Mount the boom onto the sail by threading it through the webbing loop holding the downhaul pulley, with the fork positioned at the base of the luff pocket. Attach the clew hook to the sail at the clew eyelet.

3. Attach the Cunningham to the sail by threading the rope through the tack pulley. Ensure that there is no more than 1 crossing of the rope.

4. Insert the mast up the luff pocket of the sail, ensuring that the mast passes through the boom fork. Ensure that the male mast plug fits snugly into the top of the mast, and that the vario top is adjusted to the appropriate length (see below).

5. Stand the mast (mounted with sail and boom) in the mast cup at the front of the boat. Attach both the Cunningham and mainsheet ratchet block to the hull with the automatic snap hooks. Tension the Cunningham by pulling on the handle. In order to facilitate downhaul tension, apply downward pressure on the boom at the same time as you tension the Cunningham. If the wind is over 10 knots, ensure that the clew of the sail is well tensioned also (check “Additional Tips” for more information on Cunningham tension).

6. Check List before sailing:

- The rudder must be correctly fitted on its mounts.
- The retaining clip must be locked against the rudderblade. Make sure that any safety leashes are fitted as appropriate. Note that the rudderblade can be raised and lowered during the launching or landing process. The red rope will raise the rudderblade, the green rope will lower the rudderblade. Make sure that the rudderblade is raised when you come into shore!
- The draining bung at the bottom of the hull must be closed firmly.
- The daggerboard retaining loop must be fitted to the hull. As you launch the boat, gradually insert the daggerboard in its casing as water depth and wind conditions permit.
- Go sailing and have fun!!

Additional Tips:

- Steps b. and c. are only necessary the first time you use the O’pen Bic. Once you have mounted the boom and the Cunningham, they should remain permanently attached to the sail. When familiar with the rigging process of the O’pen Bic, it takes no more than 2 minutes!
- Vario top length: The vario top should be adjusted so that the boom sits at shoulder height when the sailor is sitting upright in the boat (for an average sized user). In general, this will mean that the vario top is set at around 10 cm long, but further tuning will find the best length for you.
- Cunningham tension: The right amount of tension will depend on the user’s preferred sailing style, weight, skill level and the wind / water conditions. Try different levels of Cunningham tension to see what works for you!
- If the wind is over 10 knots : apply maximum tension to the Cunningham = allow the sail to open in the gusts = gives you more control. Visual checkpoint: the leech of the sail starts to become loose.
- If the wind is less than 10 knots: apply less tension = gives the sail a tighter leech = fuller profile = more power.
- Mainsheet ratchet block: The red lever turns it “on” or “off”.
- In “on” mode = the mainsheet can only be pulled in one direction = the block will “click” = the mainsheet tension decreases.
- In “off” mode = the mainsheet can freely move in both directions.
- Daggerboard : It should be positioned according to the prevalent wind conditions and angle of sail.
- For strong winds or downwind sailing, raise the daggerboard slightly to let the boat plane.
- In lighter winds or upwind sailing, lower the daggerboard to give the boat more traction through the water. Again, the best daggerboard position will depend on the user and sailing conditions, so try different positions to see what works for you!

Your Boat

- ## Hull

1 . Front towing handle
2 . Mast cup
3 . Daggerboard
4 . Daggerboard retaining loop
5 . Daggerboard case
6 . Rudder
7 . Rudderblade
8 . Tiller extension
9 . Pads
10 . Centre toestrap

- ## Sail

11 . Luff pocket
12 . Downhaul webbing loop
13 . Battens
14 . Batten end caps
15 . Leech
16 . Vario Top

- ## Mast

- ## Boom

17. Boom fork
18. Mainsheet
19.Mainsheet ratchet block
20. Mainsheet pulley
21. Automatic snap hook
22.Clew hook
23. Crochet point d'écoute